

TRAINS IN JAPAN JR LINE

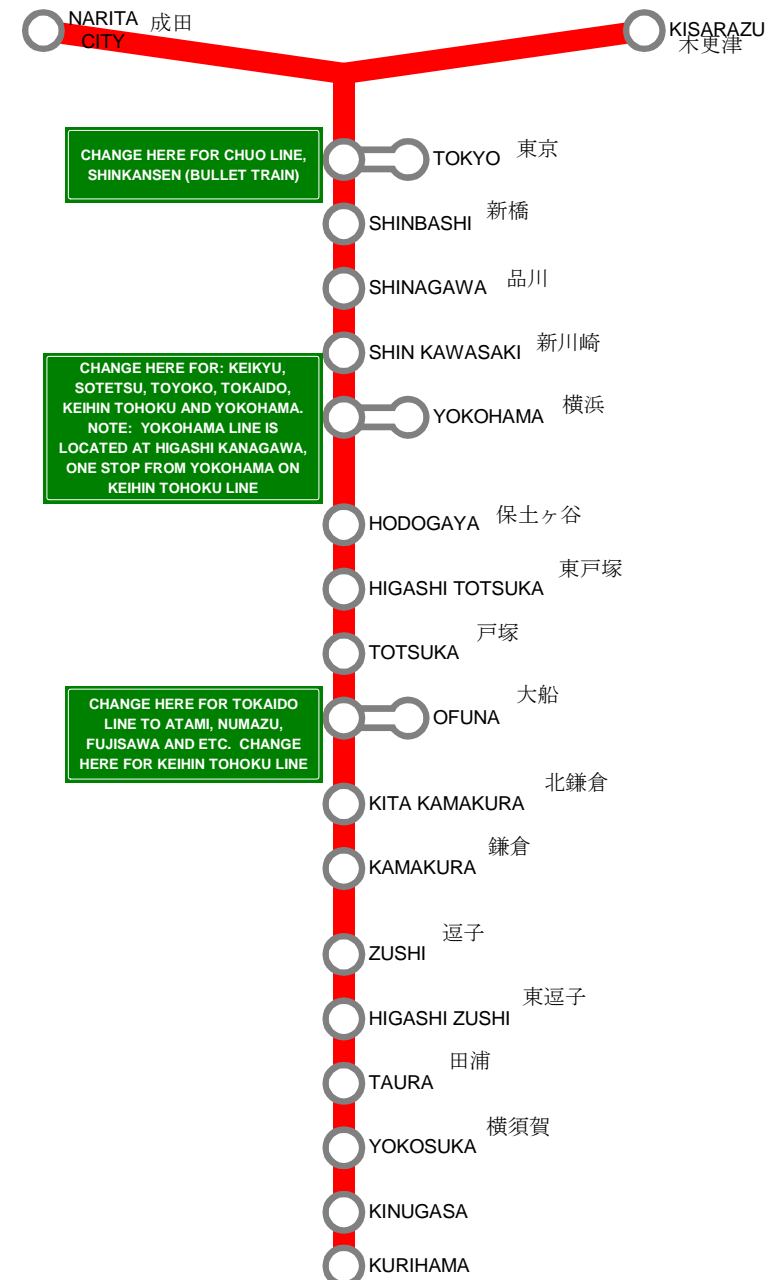
When most Navy personnel and their families arrive in Japan, one of their first concerns is travel, whether it would be to and from work or a trip to a temple or attraction that they have heard so much about. They realize that driving the whole time they're here is not really practical because of the distance involved and the traffic – yet they are hesitant to take that readily available alternative – the Japanese train system. However, there really isn't anything to fear in riding the trains, and only a little study will enable anyone to use them with ease. Information about how and what to pay, what to do with a ticket, how to get to the right platform, and all of the other important items related to train riding can be found in this handbook. With it and a little initiative a person can travel almost anywhere in Japan quickly, economically, safely and reliably. Truly, the first step in taking advantage of the many opportunities available in Japan is to learn to use the world famous Japanese train system.

☞ BUYING A TICKET AND FINDING OUT THE FARE

There are two ways to buy a ticket: from a window or from a machine. There are windows in every train station and machines in most. When you are at a station where there are no machines, you will have to buy your ticket at a window. Not all tickets can be bought from all windows in a particular station so you may be directed to another window. Remember the window from which you bought your ticket so you won't be delayed the next time you want to buy a ticket. Try to find out the correct pronunciation for your destination, as the pronunciation may be different than that which you heard from another American. Once you have communicated your destination (you may have to repeat it several times), you will be given a ticket. You can determine the fare by looking at the ticket. The attendant will also tell you how much your fare is in Japanese. If all fails, just hand the attendant a thousand yen bill and calculate your fare from the change. Remember your return fare will be the same. If there are ticket machines in the station, in most instances it is required that you purchase your ticket from the machines, unless your fare exceeds the maximum amount on the machine, in which case you would purchase your ticket from a window.

Revised 8/1/01

YOKOSUKA LINE (76 MINUTES FROM YOKOSUKA TO TOKYO)



Yokohama Station

In many stations there are bilingual machines that accept 10,000-yen bills, and when the machines are present customers are expected to utilize them. When using a ticket machine you will have to determine the fare to your destination. Your destination and your fare will be posted on a map usually located on the wall above or near the ticket machine. If you know the KANJI for your destination, or have it written down on a piece of paper, just look on that map for your destination's fare. If you still can't figure out your fare, buy the cheapest ticket that is available. It is not difficult especially since most train stations have gone to bilingual train maps. However some of the smaller stations you may encounter may not be entirely bilingual and will only have the major train stations in English if any at all. That is why we highly recommend that you get your destination written in KANJI before you travel. In stations serving more than one train line, there may be several different types of ticket machines. To make it easier for you to distinguish between the different machines that serve the different train lines, please refer to the following list of the KANJI characters for several train lines in the local area.

JAPAN RAILWAYS (JR)

KEIHIN KYUKO LINE (KEIKYU OR KHK)

TOYOKO LINE

SAGAMI TESDO LINE (SOTETSU LINE)

J R 線

京浜急行線 (京急線)

東横線

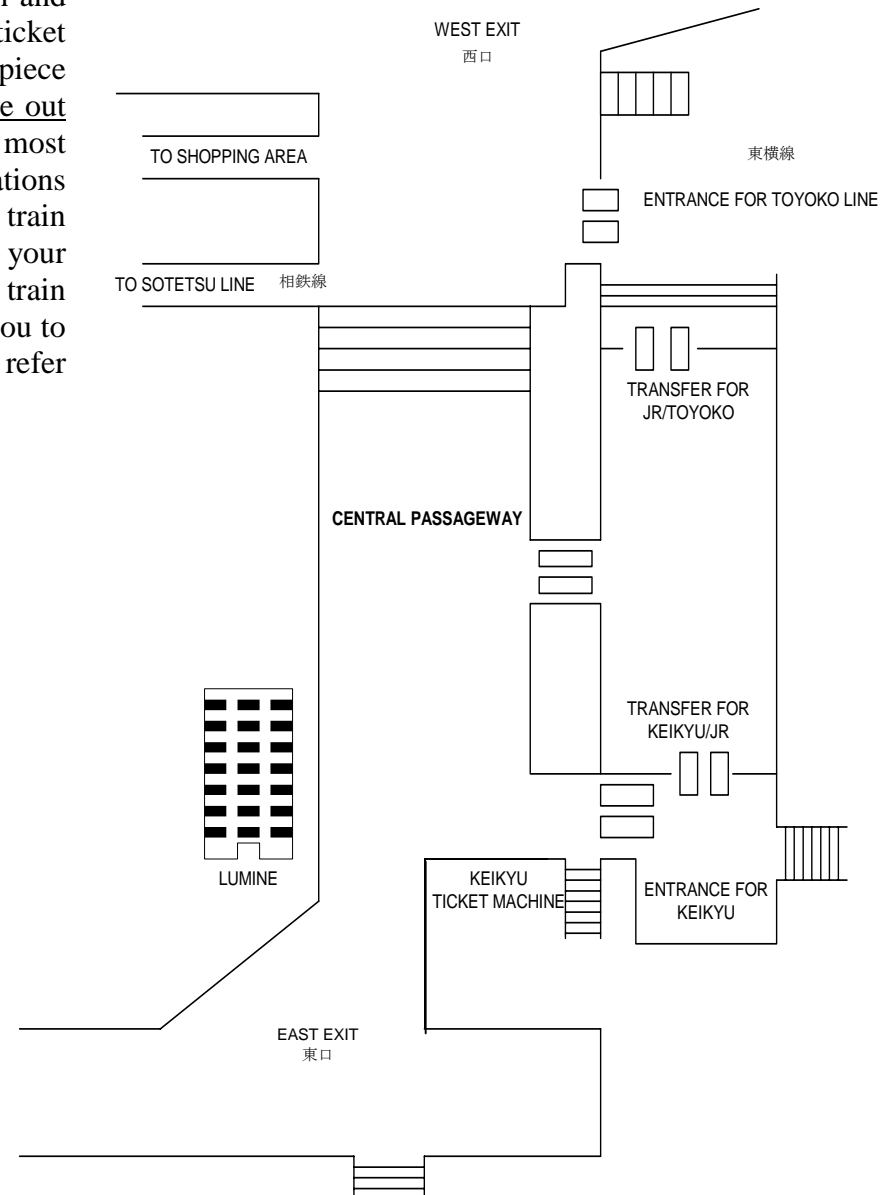
相模鉄道線 (相鉄線)

The following trains are all a part of Japan Railways (JR) system in the Tokyo area:

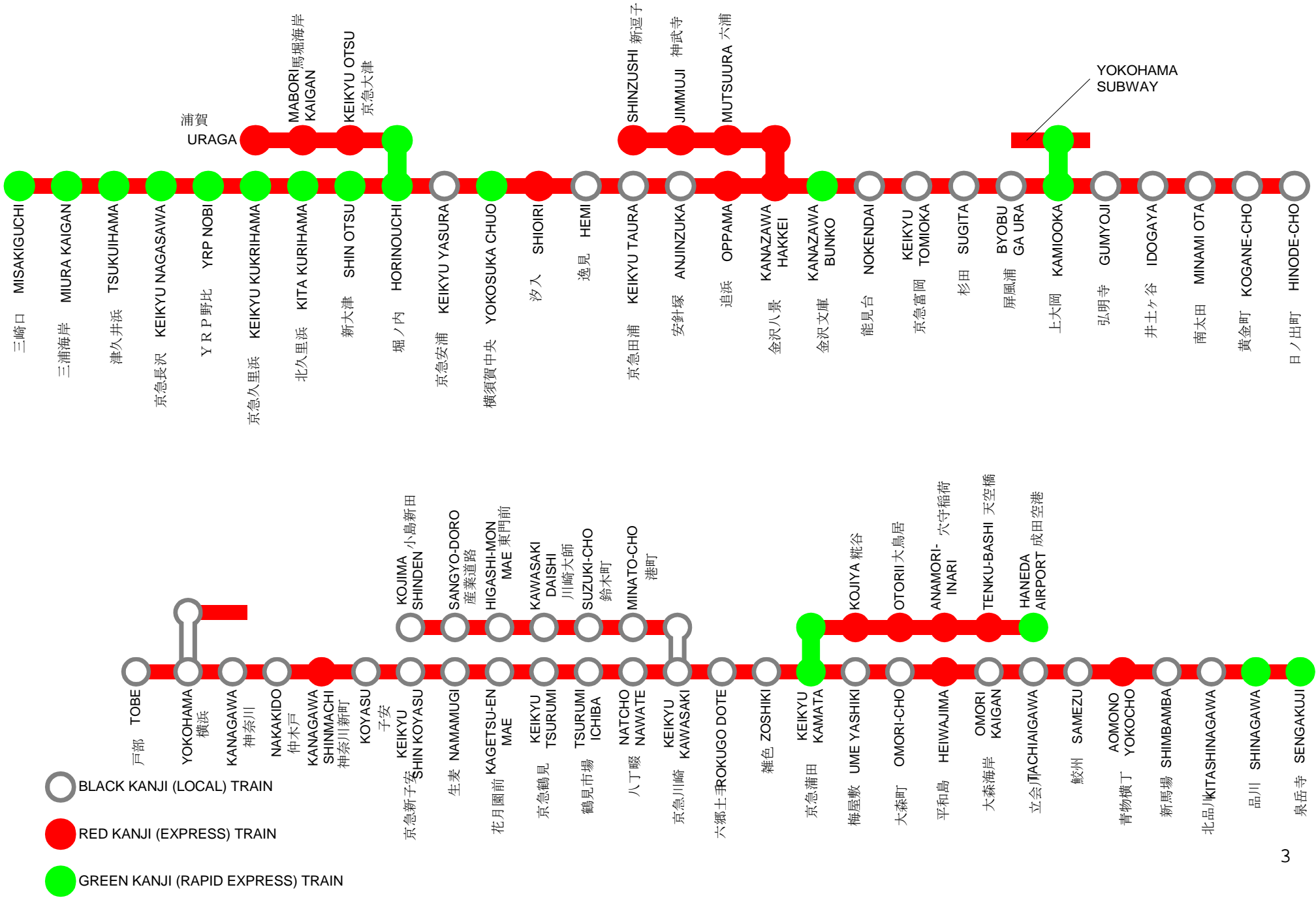
Yokosuka Line	横須賀線	Chuo Line	中央線
Keihin Tohoku Line	京浜東北線	Sobu Line	総武線
Tokaido Line	東海道線	Nambu Line	南武線
Yamanote Line	山手線		

When transferring among these lines, you don't need to purchase different tickets, for they are all part of one big system. However, when transferring to other commercial train lines it is necessary to buy a new ticket when you leave one line and go to another.

NOTE: You do not buy tickets that will take you to a particular destination. You buy a ticket for the amount of the fare that it takes to get you there.



Keikyū Train Map



TICKET MACHINE

There are several types of ticket machines. One type is a single price machine which dispenses only one particular price tickets. They are usually found in subway stations. If the machine has a big 100-yen sign at the top, that machine will only sell 100 yen tickets. At most stations, there are several machines of this type each dispensing tickets of one particular price in that varying amount of the available fares.

Most ticket machines in Yokosuka are capable of dispensing transfer tickets. They have buttons for each place/line that you can transfer to a certain station. At Keikyu stations, the color of the transfer button is the same color as the train line on the train map. Once you find your station on the map, press the same color transfer button and press the fare button. When you choose one for transfer, each price will come up on the price button. JR station has a bilingual ticket machine- you press the English button on the menu displayed.

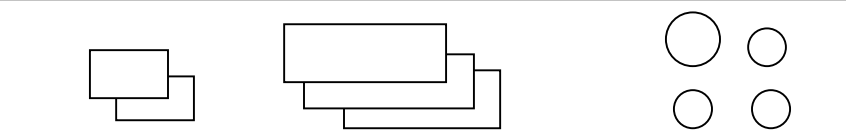
FINDING THE RIGHT TRACK AND TRAIN







Now that you have bought your ticket, you are ready to go through the wicket. Insert the ticket in the wicket and pick it up at the other side of the wicket. You must keep your ticket till you go through the wicket at your destination. You can find the entrance by following someone else who has just purchased a ticket.

Fortunately, most train stations in Tokyo & Yokohama have English signs for platforms, lines and directions. Since only the main stations are mentioned on the signs it's a good idea to know the major stops in the directions. It is also good to know the color of the train that you would like to take. The easiest way to find out the right track and train is to take your ticket to a person working at the station and ask him for directions. (Use one of the useful expressions provided)

FARE ADJUSTMENT

If you buy the wrong ticket or decide to get off at a different stop, don't panic! Just look for the fare adjustment window or office. These are often marked in English. They are usually located next to the exits. Just hand the person your ticket and he will tell or show you how much you owe. Pay him the money and he will give you a receipt. You may now exit the station. Remember, all tickets have a date on them, and are only valid for the purchase day. Also if you buy a ticket for more than what you needed, you will not get a refund, so consider it a donation to the train company. When in doubt, buy the cheapest ticket and adjust the fare when you get off to your destination.

	
乗車券	Ticket
連絡会社線	Transfer Ticket
回数券	Multiple Trip Ticket
往復券	Round ticket
グリーン券	Green Car Ticket
グリーン回数券	Green Car Multiple Ticket
トクトクきっぷ	Discount Ticket

English Button	Ticket Type	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/>	JR Ticket	<input type="radio"/>	<input type="radio"/>
	Transfer Ticket	<input type="radio"/>	<input type="radio"/>
	Multiple-Trip Ticket	<input type="radio"/>	<input type="radio"/>
	Round Ticket	<input type="radio"/>	<input type="radio"/>
	Green Car Ticket	<input type="radio"/>	<input type="radio"/>
	Green Car Multiple-Trip Ticket	<input type="radio"/>	<input type="radio"/>
	Discount Ticket	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/>		<input type="radio"/>	<input type="radio"/>
Cancel		<input type="radio"/>	<input type="radio"/>

PLATFORM TICKETS

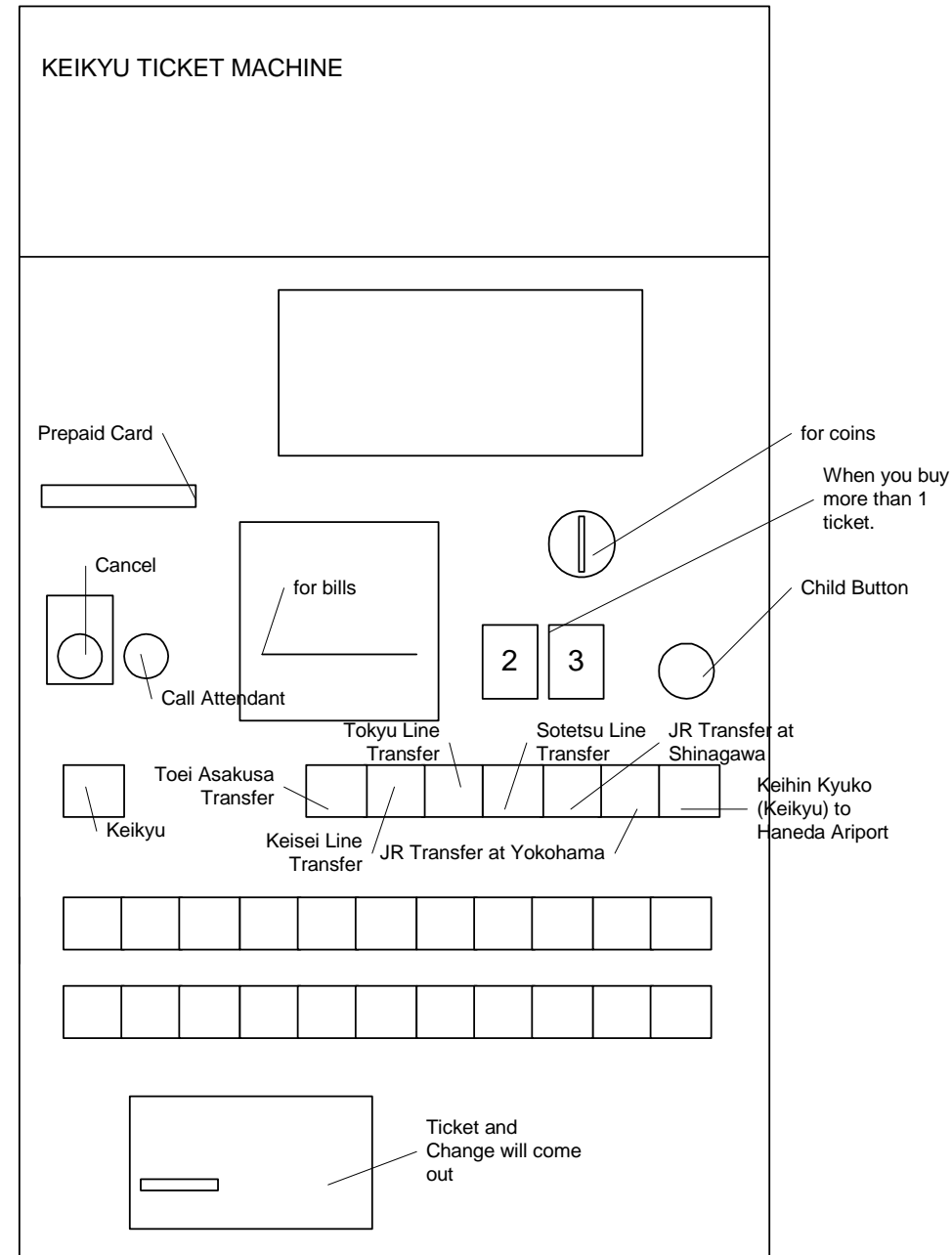
Most stations permit people to purchase platform tickets for the purpose of meeting people or seeing off someone. Platform Tickets are called “Nyujō-Ken”, and can be purchased from some ticket machines or from a window. These tickets permit you to go right up to the platform where the trains are. But you are not permitted to board any train with this ticket. If you decide to get on the train, you must exit the platform and purchase a regular ticket.

TRAIN PASSES

If you commute regularly between two stations, it may be less expensive if you buy a train pass (“Teiki-Ken”) instead of paying for a ticket each trip. Train passes can only be used for trips between the stations indicated on the pass and for trips to and from any stations in between. If you want to go further than the station indicated on your pass, you can use the pass when getting on the train and when you reach your destination, go to the fare adjustment and the clerk will calculate your fare from the station indicated on your pass and your current location. If you use the train on a daily basis, you can save as much as 30% by purchasing a train pass. Train passes may be purchased for periods of one, three or six months. Remember, train passes can only be used by the person whose name appears on the pass. To purchase a train pass, locate the special window at the station designated for passes and complete an application form. This form should be available either in front of the window or on a table near the window. The form is not in English; however, if you state the station that you travel to and from, and the length of time that you need the pass, the clerk will probably be able to assist you. To be on the safe side, it would be wise to have a Japanese friend help you fill out the form ahead of time.

COMMUTER TICKET PACKAGE

If you use the train on a regular but not daily basis it is still possible to save money by purchasing a Commuter Ticket Package or “Kaisu-Ken”. A Commuter Ticket Package is sold with 11 tickets in it for the price of 10 tickets, these are good between two particular stations and are good for two months.



GREEN CAR

Most long distance JR trains have what is known as a “Green Car”. This car is more luxurious and comfortable than ordinary cars and can be identified by a green stripe down the side of the car and a clover design with “Green Car” written beneath it. Inside, it has reclining seats with white seat covers and there is more space for the passengers. Traveling in a Green Car requires an additional ticket and the fare increases as the distance traveled increases and can be quite expensive. Tickets for the Green Car may be purchased either at the ticket window in the station or from the conductor who walks through the Green Car to assist travelers. Be aware that purchasing a Green Car ticket will not always guarantee you a seat and you must have a ticket to even stand in the Green Car. During the morning and afternoon rush hours, you cannot move freely from the regular cars into the Green Car, since those who have Green Car passes are given precedence during this time. At other times, however, you may move from the regular cars into the Green Car provided of course, that you pay the additional fare to the conductor when he comes around. In the local area, only the Yokosuka Line has Green Cars.

EXPRESS TRAINS

If you board the correct train but it passes your station without stopping, you are probably on an express train. The characters for various types of express trains are located in the phrase/character section of this manual. Please learn the word for express and find out if the line you are on has express service trains. If so, check the timetables around the platform for the scheduled times of the express trains. Also, the front, rear and sometimes side information windows on the cars of express trains will have some sort of green or red coloring (green or red Kanji on a white background or white Kanji on a green or red background). The only line serving Yokosuka that has express service is Keihin Kyuko Line (Keikyu/KHK). Two other lines, which serve Yokohama and have express services, are the Sagami Tetsudo and Toyoko Lines.

TERMINATING TRAINS

Another problem that might be encountered is a train that stops before reaching the last stop on the line. In this case everyone on board will get off the train and either board another train on the other side of the platform, or wait for another train to come along. Trains that stop like this in mid-route can be identified by a notation on the timetable (this is usually located somewhere on the platform) or by reading the destination on the front, side or back of train.

On some lines the last train of the day does not run the whole length of the line and when it stops at an intermediate station there won't be any more trains. For example, the last train on Yokosuka Line from Tokyo station goes only as far as Zushi. So if you wish to take the last train back to Yokosuka from Tokyo, you must take the next to last train that departs Tokyo. All train lines stop running at approximately midnight and resume services at approximately 0500.

RESERVATIONS, RESERVED SEATS AND SLEEPERS

The best way to get a reservation is to visit JTB (Japan Travel Bureau) and let them arrange the transportation for you. Normally, reserved seats go on sale seven days prior to the date of departure of the train, but there are some tickets available for reservations as far as three weeks ahead. If you want to make your own reservations you must go to one of JR stations that has what is called a green window (Midori no Madoguchi). There is one at JR Yokosuka station. You need to fill out an application that gives the time, day and number of seats required at the window. In most cases the attendants will help foreigners fill out the papers provided that the foreigner knows which train that they want to take. There's no obligation for the attendants to do this. Once again it would be beneficial to have a Japanese friend help you. Different trains have different numbers of reserved seats. The Bullet Train is composed almost entirely of reserved seats, although there are some cars on every train that have seats available (Jiyu-seki) where it's first come, first served. Most other long distance trains have at least some reserved seats. Tickets for long distance JR trains may be purchased at the Green Window, but for long distance

seats on private lines it is necessary to go to the station where the train originates to obtain the ticket.

From Tokyo to southern and northern areas of Japan there are trains with sleeper cars. These come in two different classes, first and second. The first-class sleepers consist of small (by our standards) comfortable bunks, three high; second-class sleepers have two sets of three high. These bunks are put up in the morning and made into seats for daytime travel. The tickets are obtained in the same way as reserved seats. Generally the total cost of a train ride including sleeper will be somewhat less than airfare for the same distance.

RUSH HOUR

If you ride the trains toward Tokyo in the early morning or away from Tokyo in the evening, be prepared for large crowds. Like transportation systems anywhere, during these hours there are many more people trying to use the trains than they were designed to accommodate. If you travel at these times, relax and follow the crowd. Since the trains and platforms tend to be crowded during these times travelers tend to push their way around in order to make their next stop. It is helpful to remember that in most cases it is least crowded in the very front and rear of the trains and is worse in the middle. Once you get on the train, try to get away from the doors if you are planning to ride the train for a while, otherwise you might be pushed out at the next stop by the crowd getting off the train. If you find yourself in this position, don't try to stand still, it won't work. Just get off with the crowd and then get back on the train. Of course the best way to ride the trains is to have a seat, and since Yokosuka is near the end of the line, it's usually possible to find one. If you are using JR Line, sometimes 4 cars are added to Tokyo bound trains at Zushi, so if you don't get a seat in Yokosuka, get towards the back of train and you should be able to get one at Zushi. If you are in Tokyo and are planning to come home during the rush hour it will normally be to your advantage to leave from Tokyo station rather than Shimbashi or Shinagawa (if you are using JR Yokosuka Line), because Tokyo is closer to the end of the line and it will be easier to get a seat.

STRIKE

About twice a year (usually fall and spring), the railroads may have a strike or a slowdown. Strikes usually last only two days, while slowdowns could go on for several days. These dates will normally be published in the newspapers ahead of time so you should try to find out these dates and avoid the trains on these days. During slowdowns there are fewer trains and they take longer than usual to reach their destinations, sometimes stopping for minutes at a time for no apparent reason. This can be quite annoying and frustrating if you are in a hurry. The only other time that trains may slowdown is if there's an accident further up the line. If you are on a train that is behaving this way, you are probably experiencing one of these situations. There's absolutely nothing you can do in this situation except grin and bear it.

CHILDREN'S FARES

Children over 12 years old pay the adult fare. Children between the ages of 6 – 12 yrs travel at half price. Children under the age of 6 travel for free as long as no more than two are traveling with a single adult. In cases where there are more than two such children with an adult, each child must have a child's ticket (six to twelve ticket).

DETAILED INFORMATION ON SEVERAL HIGHLY USED TRAIN LINES

BASIC COLORS OF SOME TOKYO AREA LINES

YOKOSUKA LINE	Royal Blue and Cream
KEIHIN KYUKO LINE	Red with narrow white stripes
KEIHIN TOHOKU LINE	Light blue
TOYOKO LINE	Silver
SAGAMI TETSUDO LINE	Light Green, Silver with a Red stripe and Yellow
YAMANOTE LINE	Light Green
TOKAIDO LINE	Green and Orange
YOKOHAMA LINE	Brown

ENOSHIMA LINE

Forest Green and White

1. KEIHIN KUKO LINE (KEIKYU/KHK)

This privately owned line is the fastest between Yokosuka and Tokyo, but is a little more complicated than using JR Yokosuka Line. You should take a little time to learn how this line operates. Keikyu Line has a variety of express and local services. It not only connects Yokosuka/Kurihama to Tokyo but also has several branch lines, one of which serves Zushi City where Ikego housing is located. Keikyu stations are much closer together and far more numerous than those on JR systems. In some places, Keikyu Line serves the same places as JR serves, but doesn't necessarily use the same stations. A good example is Yokosuka, which is served by both Keikyu and JR Yokosuka Line. These lines use entirely different stations, which are about one-half mile apart. In fact, Keikyu Line has two stations in the downtown Yokosuka area: Yokosuka Chuo Station and Shioiri Station. Another example is Kawasaki, which is served by both lines. Keikyu line doesn't use Kawasaki station but Keikyu Kawasaki station, about one-quarter mile away. When Keikyu (or any other private line for that matter) does share a station with other lines, its facilities will be separate. Yokohama station is a good example of this. Both Keikyu and JR lines as well as other lines use Yokohama station.

Keikyu uses tracks 1 and 2, JR uses 3 through 10 and the other private line: Sagami Tetsudo and Toyoko line use 11 and above. Although Keikyu line is adjacent to JR line, access to Keikyu line is through a separate set of wickets. If you wish to transfer to Keikyu line from JR line at Yokohama, you must turn in your JR ticket at the exit wicket and purchase a new ticket from Keikyu ticket machine.

When transferring from Keikyu line to a JR line, the situation is somewhat different at Yokohama station. When going out certain exits, you will have to keep your ticket, only showing it to the ticket taker. The reason for this is that certain exits from Keihin Kyuko Line area allow passengers to pass directly into the inside of Yokohama station. All the ticket taker is going to do is look at your ticket and make sure it is good as far as Yokohama. Then if you get on a JR line without a cross-line ticket, you will simply pay the remaining of the fare at your destination. If you just go out one of the main exits of the station, then you will go through another gate and the ticket taker will then take your ticket. If this is confusing you, don't worry; it confuses most Japanese

as well. Yokohama is one of the most confusing train stations in that respect. Most other stations where private and public lines coexist have totally separate facilities and you must exit from the one line before you get on the next one. As it was mentioned, Keikyu line has several different types of trains. The way to tell the different types of local and express trains on this line is by the different types of KANJI characters on the front and sides of the train cars. These KANJI characters are located inside little windows placed above the middle set of doors on the train cars and on the front of the first train car. Fortunately, these characters are color coded, so one can identify the train type without having to know how to read KANJI. Remember, the actual color of the train itself is RED. This never changes. What does change though, is the color of the KANJI windows, which identifies the train as a local, express, rapid express. The three train types along with their Japanese names and their KANJI character colors are as follows:

Local	Futsu	Black KANJI characters
Limited Express	Tokkyu	Red KANJI characters
Rapid Express	Kaisoku	Green KANJI characters

When the little windows on the sides of the train cars have no KANJI in them this indicates a local train. From fastest to slowest, or from least to most number of stops, the KANJI character color is what identifies the type of the train whether it's green, red or black. The timetable posted at several points at the station also indicates the type of trains on Keikyu Line. If the number is printed in red, for example, then the train leaving at the time is a limited express train. This follows for all of the different colors as well. Some hints for using the Keikyu Line:

The front of the train has KANJI indicating the destination for that train, so you can check this against the list of cities provided in this handout. The northbound trains usually have one of two destinations: either Shinagawa (a major station on JR Yamanote Line) or Oshiage. Those that continue on past Shinagawa to Oshiage do go underground as part of Toei Asakusa Line. When in Shinagawa and returning to Yokosuka keep in mind that they have a direct line that goes to Haneda Airport from Shinagawa on Rapid Express (Green Kanji) & Express (Red Kanji). These trains have an airplane picture in the window as well, and don't

go back towards Yokosuka. You need to take a Rapid Express (Green Kanji without an airplane picture) to come back to Yokosuka Chuo. Note: Express trains (Red Kanji) don't run during the daytime.

2. JR YOKOSUKA LINE

Most military personnel in Yokosuka area have their first experience with Japanese trains on JR Yokosuka Line of JR system. This line with its cream and royal blue colored cars run from Kurihama in the south to Tokyo Station and beyond Chiba, Narita and Kisarazu. They have stops in such places as Zushi, Kamakura, Ofuna, Totsuka Yokohama and Shinagawa as well as others (Map on page 1). JR Yokosuka Line is one of the easiest lines to use. There are fewer originating terminating stops than on other lines and many of the signs in the stations are in English. In addition, all trains on this line stop at all stations along the way, so there are no express trains. It is on JR Yokosuka Line that you will find the special cars known as Green Cars. Please see Page 6 for details on these. One thing occurs on JR Yokosuka Line that is unusual. At Zushi station, four cars may be added to or removed from the train. Southbound trains often have their four forward most cars removed because the stations beyond cannot accommodate the extra length. For northbound trains the process is reversed and the four cars are added for the remainder of the trip. Therefore, if everyone else is getting off at Zushi, follow them to one of the rear cars and get on the train again for Yokosuka. Or, when going north, stand near the rear of the train and you have a good chance of getting a seat when they add the four extra train cars at Zushi.

Also usually, during non-rush hours, trains leaving Yokosuka station will terminate at Zushi and you will have to change trains to continue north. The same thing happens coming back towards Yokosuka (south), you have to change trains at Zushi for another train to return to Yokosuka. The information window on the sides of the train cars will tell you the final destination of the train.

3. JR YAMANOTE LINE

This line is famous for its distinctive construction: it runs in a large circle around the main downtown area of Tokyo. One can get on at any point and in about an hour and twenty minutes arrive back at the same

place they started. Due to its location, JR Yamanote Line is the main train line in Tokyo. It carries more passengers than any other line and serves almost Tokyo's entire principal downtown subways. From its various stations branch off most of Tokyo's suburban lines and downtown subways. Some of the larger stations on JR Yamanote Line serve many important areas.

You can pick up JR Yamanote Line at Shinagawa station by transferring from either JR Yokosuka Line or Keikyu Line. JR Yamanote Line tracks parallel JR Yokosuka Line all the way to Tokyo Station and its trains stop at all the smaller stations, which JR Yokosuka Line passes up. Some of the major stations that it serves are: Shinagawa, Tokyo, Ueno, Ikebukuro, Shinjuku and Shibuya. It also serves Hamamatsucho Station, which is the one before Shimbashi, where you can transfer to a monorail that runs directly out to Haneda & Daiba.

4. SAGAMI TETSUDO LINE

This line is called by several different names: Sagami Line, Sagami Tetsudo Line, Sotetsu Line or Atsugi Line. They all refer to the same line. This is the line you use to get to NAF Atsugi. The station for Atsugi is not Atsugi station; it is Sagamino station, which is on Sotetsu Line. To go to NAF Atsugi via this line, catch the Keikyu Line or Yokosuka Line to Yokohama station.

When you arrive at Yokohama station, go down the steps to the central part of the station and follow the signs to Sotetsu Line, which departs from three tracks at the southwest corner of the station. (go beyond tracks 9 & 10 and to the left)

The trains on this line have several different colors: Light green, yellow or silver with a red stripe. Sotetsu Line also has express and local trains. The express can be identified by the red KANJI characters on the front and back of the train. Get on an express train because the local trains do not go as far as Sagamino except during rush hours in the morning and the evening. Sagamino is 7 stops by express and 15 by local train from Yokohama.

JAPANESE PHRASE

I'd like to buy a ticket for _____.
_____ *made no kippu wo kudasai*
_____ までの切符をください。

I'd like to buy a round trip ticket for _____.
_____ *made oufuku ichi-mai kudasai.*
_____ まで往復 1 枚ください。

How much is the fare?
Ikura desuka?
いくらですか？

Where is a fare adjustment office?
Seisanjo wa doko desuka?
精算所はどこですか？

What time is the last train?
Saishu densha wa doko desuka?
最終電車はどこですか？

Where is the ticket machine?
Kippu wa doko de kaemasuka?
切符はどこで買えますか？

Does this train go to ____?
Kono densha wa _____ e ikimasuka?
この電車は_____へ行きますか？

Is this train an express?
Kono densha wa kyuko desuka?
この電車は急行ですか？

